

**North Option (Preferred Alternative) and South Option  
Public Services — Area 2**  
Figure 4-36

### **Market/Greene (Preferred Alternative) — North Option**

One patrol unit from the Sheriff's Department Patrol District No. 7 patrols in the vicinity of the North Option.

### **Market/Greene — South Option**

The South Option is within the Spokane County Sheriff's Department Patrol District No. 7.

### **Havana Alternative**

The city's Police Department provides patrol service from the freeway north to Francis Avenue, as well Felts Field Municipal Airport located east of Havana Street. South of Felts Field, the Sheriff's Department uses one unit from its District No. 1. The route north of Francis Avenue is patrolled by one unit from the Sheriff's Department Patrol District No. 7.

### **Havana — North Option**

See Market/Greene — North Option.

### **Havana — South Option**

See Market/Greene — South Option.

### **I-90 Collector/Distributor (C/D) System (part of the Preferred Alternative)**

The city Police Department serves the area within the city limits. The Sheriff's Department District No. 1 patrols the area east of Havana Street.

### ***Services — Public Services and Utilities***

#### **Public Transit**

The Spokane Transit Authority (STA) operates 36 bus routes in the city and county (see **Figure** 4-37). Major transit/transfer centers are located in downtown Spokane and University City in the Spokane Valley. Total ridership is approximately 25,380 passengers per week day.

#### **Sewer and Water Lines**

The city of Spokane operates a waste water collection system consisting of sanitary sewers and combined sanitary and storm water sewers. With some exceptions, the system in the project vicinity is limited to the area west of Havana Street and south of Francis Avenue. Sewer service in the north suburban area, west of Division/US 395, and in the Spokane Valley, is currently provided by various Utility Local Improvement Districts (ULIDs) and other projects under the Short Range County Sewer Plan (September 1992).

The Market/Greene Alternative crosses approximately eight sewer lines and eight combination sewer/storm water lines.

The Havana Alternative crosses approximately four sewer lines and one combination sewer/storm water line. Neither the South nor the North Option crosses any existing lines in the north suburban area.

The Market/Greene and Havana routes cross the city of Spokane water service area. Either route would cross several city pressure systems and mains leading from supply systems at Upriver Dam and the North Hill Reservoir at Wellesley Avenue and Havana Street. The South Option crosses North Spokane Irrigation District No. 8, which has lines in Lincoln Road and Regal Street, and Whitworth Water District No. 2, which has lines in US 2 and US 395. The North Option crosses Spokane County Water District No. 3, which has lines in Farwell Road and Perry Street.

### **Power, Gas, Petroleum, and Rail Lines**

See **Figure 4-38** for major electrical, pipeline, and telephone routes.

The Market Greene Alternative crosses numerous local electrical distribution power lines, and 12 natural gas lines. The route crosses two Burlington Northern Railroad (BNRR) lines and one Union Pacific (UPRR) rail line, and parallels the BNRR north/south line.

Both the Market/Greene — South Option and the Havana — South Option cross four natural gas or petroleum pipelines, the north/south BNRR line, and a rail spur north of Magnesium Road. The area between the Bonneville Power Administration (BPA) Bell Substation, Kaiser, and R.A. Hanson facilities is congested with electrical transmission lines.

Both the Market/Greene — North Option and the Havana — North Options cross several electrical distribution power lines and natural gas or petroleum pipelines. The North Option crosses the BNRR main line along the east side of Market Street, and spur lines to BPA and Kaiser Aluminum and Chemical Corporation (Mead Plant).

The Havana Alternative crosses several electrical distribution power lines. The Washington Water Power (WWP) Beacon Substation, a major electrical facility, is near the Havana route. The Havana route crosses two natural gas lines, one petroleum line, and three rail lines (two UPRR and one BNRR).

The I-90 C/D crosses several electrical distribution power lines. The US West Keystone Exchange facility is within the right of way footprint, but outside the roadway boundary. A WWP transmission main crosses beneath I-90.

### **Telephone**

US West Communications, U.S. Sprint, and AT&T all have underground cable in the area of the Market/Greene Alternative. US West has a major main feeder corridor with underground cable and optical cable within the I-90 interchange footprint. There are branch feeders in the Trent interchange area, and a branch also extends from Boone Avenue north along Greene Street. The route crosses U.S. Sprint buried optical cable along the BNRR main east/west line right of way.

The Market/Greene — South Option crosses US West Communications aerial or underground cable along Freya Road and Market Street. There is also aerial or underground conduit along US 2, and main feeder underground conduits along US 395 and Hastings Road.

The Market/Greene — North Option crosses the same cables and conduits as the Market/Greene — South Option.

Telephone cable in the I-90 interchange area is the same for the Havana Alternative as for Market/Greene, above. There are branch feeders along Freya and Havana Streets between I-90 and Trent Avenue. The route crosses U.S. Sprint buried optical cable along the BNRR main east/west line.

The Havana — South Option and North Option cross the same cables and conduits as the Market/Greene — South Option and North Option.

The US West Keystone Exchange central office is at 2012 E. Third Avenue, within the I-90 C/D route footprint. This office is the central point for all switching for 35,000 customers, and all cables converge at this location.

### **Television Cable**

Cox Cable TV serves the city of Spokane and parts of Spokane County. Television cable lines are located along all the major routes. New fiber optic cable is being installed in some areas to enhance television reception.

### **Cemeteries**

There are indications of a cemetery north of the R.A. Hanson Plant, near the BPA power line corridor, in the vicinity of the South Option. An early map (Ogle 1912) labels the NW of the NW 1/4 (16.2 hectares [40 acres]) of Section 21 as “Woodlawn Cemetery.”

In the vicinity of the North Option, the Evergreen Cemetery (also known as the Masonic or Hillyard Cemetery) lies along the west side of Market Street/Pend Oreille Highway, 150 meters (500 feet) south of its intersection with Hawthorne Road. Dedicated in 1910 (5.6 hectare [13.79 acre] in size), it was one of three cemeteries used to bury remains from the Poor Farm in Spangle, unclaimed patients from Eastern State Hospital, and war veterans. There are many unmarked graves, and an accurate count of plots is not available. The North Option would run along the east side of Market Street.

### **Government Institutions and National Defense Installations**

The Mann Army Reserve Center, 4415 N. Market Street, is one block west of the Market/Greene Alternative. The Hillyard Post Office is in a leased building at 3117 E. Olympic Avenue, within two blocks of the route.

The Market/Greene — South Option and the Havana — South Option enter the U.S. Department of Energy BPA property at the diagonal WWP power line right of way and what would be the extension of Crestline Street. The 133 hectare (328 acre) Bell Substation complex consists of predominantly vacant land, a grid of electrical transmission lines, a 9 hectare (22 acre) substation, 7 hectare (17 acre) maintenance yard, and maintenance headquarters. The route footprint is from 180 to 240 meters (600 to 800 feet) south of the switch yards. The substation’s site development program includes a triangular 11.2 hectare (27.6 acre) site west of the existing maintenance/substation facilities for a future Bell Maintenance Headquarters complex and Munro Service Control Center. BPA is working with WSDOT to develop a recommendation for the proposed route, which is a potential constraint to expansion of the site.

The U.S. Border Patrol office, 10710 N. Newport Highway, is within the proposed route, and the WSDOT maintenance facility at the southwest corner of Hastings Road and US 395 is in the route footprint.

There are no local, state, or federal government facilities in the immediate vicinity of the Market/Greene — North Option or the Havana North Option.

There are no local, state, or federal government facilities in the immediate vicinity of the Havana Alternative.

There is a state of Washington air quality vehicle inspection station at Howe Street and Third Avenue within the I-90 C/D route footprint.

### **Pedestrian and Bicycle Facilities**

There are three pedestrian-only over crossings in place within the I-90 project corridor, located at Magnolia, Regal, and Custer Streets.

The Centennial Trail and Tuffy's Trail, along the Spokane River, are the only other established pedestrian facilities within the project area. The Centennial Trail is presently an established, striped bike lane at the point where it intersects with both the Market/Greene and Havana Alternatives. The trail parallels Upriver Drive on the river's north bank. Tuffy's Trail, a gravel path along the Spokane River's south bank, ends in the vicinity of the eastern boundary of Spokane Community College.

There is a well established pedestrian route in the vicinity of Wild Horse Park. The path is used by pedestrians going to and from the local neighborhood and Hillyard business district and schools.

Data on usage on any of pedestrian facilities is not available.

Bicycle facilities on or near the proposed North Spokane Freeway routes are shown in **Table 4-30**. These facilities are included in SRTC's Spokane Regional Pedestrian/Bikeway Plan. Categories are:

- Bike Path: A separate facility unique to bicycle traffic
- Bike Lane: A separate, striped lane adjacent to an arterial
- Shared Roadway: An arterial used by both bicycles and automobiles, not specifically striped to accommodate bicycle traffic.

<b>Location</b>	<b>Approximate Length Kilometer (Mile)</b>	<b>Classification</b>
Centennial Trail	63 (39)	Bike Path
Hastings/Farwell from Bellwood to Market	4.8 (3)	Shared Roadway
Hawthorne from Nevada to Market	2.4 (1.5)	Shared Roadway
Market from Lincoln Road to		
SR 206	5.6 (3.5)	Shared Roadway

### **Existing Bikeways — City and County**

**Table 4-30**

The SRTC report states that, “The overall goal of the . . . plan is to increase bicycle ridership by accommodating advanced bicyclists on arterial and collector streets with adequate shared roadways, and basic adult and child bicyclists on a network of important collectors and arterials with bike lanes.”

The SRTC report divides proposed bikeway route selection into three main categories:

- Improvement through roadway repair and maintenance
- Improvement through special funding
- Construction of separate bike paths on existing vacant or abandoned rights of way (mainly former railroad rights of way)

**Table 4-31** shows proposed bicycle routes that intersect with, or are otherwise impacted by, the proposed project. **Table 4-32** shows proposed bikeways on vacant or abandoned right of way.

The SRTC report makes no specific mention of the North Spokane Freeway project. It is assumed that bicycle traffic will be prohibited on viaduct portions of the freeway, primarily from the I-90 interchange to the Wellesley interchange. Bicycle traffic would have access to the freeway at Wellesley Avenue, and would use the shoulder for travel on the freeway from that point northward. No bicycle traffic would be allowed southbound from Wellesley Avenue. This would also allow bicyclists a connection to the proposed separated bike path ending in the vicinity of Rowan Avenue.

Little or no information is available on data such as travel times, capacity, circulation, or congestion on bikeway facilities in the Spokane region. Surveys conducted for the 1993 Spokane Regional Bikeway/Pedestrian Plan, as well as other surveys and U.S. Census Data information, do reveal that an average of one percent of commuters use bicycles.

Location	Roadway Classification
2nd Ave. west of Freya St. to Perry Street	Minor Arterial
2nd Ave. east from Freya St. to Havana St.	Minor Arterial
3rd Ave. from Havana St. to Fancher Rd.	Minor Arterial
Carnahan St. from 5th Ave. to I-90	Minor Arterial
Fancher Rd. from 2nd Ave. to I-90	Minor Arterial
Freya/Greene/Market St. corridor from I-90 to Lincoln Rd.	Principal Arterial
Broadway Ave. from Freya St. to Havana St.	Principal Arterial
SR 290/Trent Ave. from Freya St. to Havana St.	Principal Arterial
Mission Ave. from Greene St. to SR 291/Trent Ave.	Principal Arterial
Illinois Ave. from Haven St. to Greene St.	Minor Arterial
Euclid Ave. from Haven St. to Havana St.	Minor Arterial
Empire Ave. from Haven St. to Market St.	Minor Arterial
Wellesley Ave. from Greene St. to Havana St.	Principal Arterial
Francis Ave. from Greene St. to Havana St.	Principal Arterial
Nevada St. from Hawthorne Rd. to US 2	Principal Arterial
US 2 from Hawthorne Rd. to Winchester St.	Principal Arterial
US 2 from Winchester Rd. to Center Street	Principal Arterial

**Proposed Bikeways on Shared City and County Roadways**  
**Table 4-31**

Location	Roadway Classification
Vicinity Euclid Ave. to Rowan Ave.	Bike path

## Proposed Bikeways on Vacant or Abandoned Rights of Way

**Table 4-32**

### Impacts

(For discussion of construction activity impacts, see the Construction Activity Impacts section of this EIS.)

#### *Community Cohesion*

Arterial roadways will remain open both during and after construction of the project. Access for vehicles, pedestrians, and bicycles will be maintained with only temporary closures or detours. Streets that are closed should not isolate areas, but access may require additional travel distance.

Few residential areas will be separated by the project. In many cases, existing roads or topography within the project footprint mark the present boundaries between various areas within the city and county. The proposed project routes parallel or pass over these existing neighborhood boundaries and use topography to minimize impacts as much as possible. In most cases, access to community facilities will be unaffected.

#### **No-Build Alternative**

If the project is not built, the potential displacement of residents, businesses and their employees, and public facilities would not occur, and there would be no disruptions to nearby dwellings, public facilities, streets, highways, and utilities. If alternative solutions are not developed, and traffic continues to grow as projected, the entire community would experience extensive congestion and a very low level of service. This would be especially true of north/south routes between the north side and I-90 (between downtown and the Spokane Valley). The long-term cohesion of the community at large, as well as the specific neighborhoods through which the congested arterials pass, may be affected by not building the project.

Future neighborhoods or neighborhood expansions would develop in accordance with county land use and utility policy.

#### **Market/Greene Alternative (Preferred Alternative)**

~~The Market/Greene route bisects the East Central Neighborhood between I-90 and First Avenue. I-90 is a physical barrier that split the neighborhood when it was first constructed, isolating a two-block-wide residential strip between I-90 and the Sprague Avenue commercial strip. The proposed route would expand the north/south gap. It would~~ The proposed route would reduce residential use and could displace the remaining residents in the area east of Freya, between I-90 and Sprague, through redevelopment to multi-family housing and/or commercial uses. A few families would remain between the interchange and Freya Street, but these could be displaced by commercial uses.

The interchange with I-90, common to both the Market/Greene and Havana Alternatives, would result in widening the existing gap between the remaining

single family sections north of I-90 (between I-90 and Sprague Avenue) from about two to three blocks to approximately seven blocks wide.

The area from First Avenue to Mission Avenue is predominantly industrial, and the project would create no discontinuities. None of the businesses displaced by the project or separated by the resultant barrier appear to have relationships with other nearby businesses that the project would disrupt. Some people living in single family houses would be displaced by the Trent interchange, but they live near the periphery of the Garry Park Neighborhood and are surrounded by industrial uses.

Greene Street, between Mission Avenue and the Spokane River, with its high traffic volume and center median, creates the eastern edge for the residential portion of the Chief Garry Park Neighborhood and separates the neighborhood from the SCC campus. The Market/Greene Alternative reinforces that barrier. South Riverton Drive and Mission Avenue would continue to link routes between the neighborhood and SCC.

From the Spokane River north to Garland Avenue, the Greene Street corridor is the dividing line between neighborhood areas. Greene Street is a major arterial between the river and Grace Avenue. North of Grace, after the arterial has shifted west and merged into Market Street, the BNRR corridor, coupled with the commercial uses along the Market strip, becomes the western edge of the southeastern Hillyard Neighborhood. The Market/Greene Alternative parallels and reinforces the existing neighborhood boundary. Upriver Drive and Euclid Avenue, which provide routes across the Market/Greene Alternative, would retain that function.

The BNRR and Market Street business corridors extend north to Lincoln Road, but divide only the vacant industrial land east of the route from the commercial uses along Market. However, when the route shifts east crossing Freya Street, it intrudes into the western edge of a residential neighborhood consisting of mixed conventional and manufactured housing on 0.4 hectare (1 acre) lots, 125 meters (410 feet) deep. The project would take the western tier, north of Weile Avenue. The residual narrow strip of land approximately 45 meters (150 feet) wide on the west side would be bracketed by the freeway and the industrial land west of Freya Street. The remaining houses on the east side would be backed by the freeway.

#### **Market/Greene (Preferred Alternative) — North Option**

From the vicinity of Lincoln Road, this route heads north, cutting across the western tip of a hillside used as pasture. Though the cut would create a barrier, it would not disrupt a neighborhood or farming district. North of the hillside to Parksmith Road, several auto salvage and repair businesses, and a construction company storage yard, would be displaced. The Havana route displaces two auto salvage yards; thus, the combination of these two routes, while not disrupting a discrete district, would have a considerable impact on this particular type of business in Spokane.

The section of the route between US 2 and US 395 divides the residential area and creates a barrier between the southwesterly portion and the Northwood/Farwell school complex. Houses in this area are on large parcels, most with pasture, in a semi-rural setting. The county land use plan designates most of the area for urban density single family use. The route creates a physical barrier that could disrupt the orderly development of neighborhood patterns to the area north of Farwell Road.



Increased accessibility could accelerate the rate of higher density single family development.

### **Market/Greene — South Option**

This route does not disrupt the continuity of the Market Street commercial strip or the continuity of the undeveloped industrial properties between Magnesium Road and Hawthorne Road.

Between Hawthorne Road and US 2, the interchange is along the northeastern edge of the developing Northpointe retail and office district. Depending on future county land use policy, it could create a permanent boundary to the northerly extension of commercial development. On the other hand, the interchange could stimulate commercial development of the industrially zoned land at its northeast quadrant and expand the commercial district.

Between US 2 and US 395, this route reinforces the division between two urban density residential neighborhoods already separated by topography. It would bracket the subdivision between US 395 and the freeway, precluding future expansion of this area to the northeast.

### **Havana Alternative**

The I-90 interchange would create the same neighborhood barrier described for the Market/Greene Alternative, above.

Coupled with the major transmission lines running north from the east side of the WWP (Beacon Hill) substation, this route might limit alternative uses for property between the freeway and the transmission lines. It might also affect the developing single family residential property at the northwest corner of Upriver Drive and Havana Street. This development is currently underway and will likely be completed before the freeway is built.

From the Spokane River north to Minnehaha Park, Havana Street forms the boundary of an urban density single family neighborhood in a pastoral environment. Although the freeway would further define this boundary, it would not interfere with access to or use of North River Drive, Frederick Avenue, or Euclid Avenue. The route crosses through Minnehaha Park, possibly displacing the tennis courts, and would interrupt the continuity of a proposed natural area and potential trail systems to the east.

In the semi-rural area between Lyons Avenue and Lincoln Road, residential uses are typically on one to two acre lots with few non-residential intrusions. Larger acreage tracts, in agricultural use or steep hillside, abut these tracts on the east. The project places these larger properties between the freeway and the hillside, and would initially disrupt access into and out of the area. The freeway, rather than the hillside, would then become the eastern boundary of the city. It would also change the pastoral setting of the area, creating a physical intrusion and facilitating access to the area. This could create pressure for urban density zoning and development of the northeastern section of the area.

### **Havana — North Option**

See Market/Greene — North Option.

**Havana — South Option**

See Market/Greene — South Option.

**I-90 Collector/Distributor (C/D) System (part of the Preferred Alternative)**

The C/D widens the barrier through the East Central Neighborhood, increasing it from 75 meters to between 120 and 170 meters (250 feet to between 400 and 550 feet). All existing direct access points between the north and south sections of the East Central Neighborhood will remain following construction. Reconstruction of the pedestrian and vehicular over/underpasses could temporarily decrease the number of crossing routes and temporarily increase travel distances between activity centers on either side of I-90.

Displacement of persons living along the south side, and more especially the north side, of I-90 will further erode the neighborhood’s residential quality. The area along the north side of I-90 would be reduced from two to one and one-half blocks wide, or even less in some cases. Added to this is a higher level of activity resulting from the freeway and the Sprague Avenue business district, which could further affect neighborhood livability. Stability for single family homeowners would be less certain. Expanding businesses and replacing single family houses with apartments could create a speculative rather than a stable environment.

Widening this section of the I-90 corridor unavoidably displaces many families. Ethnic population characteristics have been determined for the East Central Neighborhood, see Table 4-33, to clarify any impacts that might fall under Executive Order 12898 (see Mitigation-Environmental Justice for an explanation of this order). This predominately white neighborhood, where the highest percentage of family displacement occurs, also has higher percentages of minorities than the city as a whole. There is a moderate change in the majority percentage, from 81% within the neighborhood as a whole to 75% within the impacted area.

White	Black	Amer. Indian	Asian	Hispanic	Other
75.3%	9.3%	5.8%	2.1%	4.8%	2.7%
NOTE: Percentages were calculated from US Census data, supplied by SRTC, using block data. The C/D takes are by ½ blocks on either side of the freeway & includes some partial block takes for the NSF/I-90 I/C.					

**Ethnic Characteristics of Displaced Families Within the East Central Neighborhood**

**Table 4-33**

*Recreation*

**No-Build Alternative**

If the project were not built, access to parks and recreational facilities would remain unchanged. Future land use changes and street projects could affect specific access routes.

Traffic growth projected along I-90 would increase aesthetic impacts on Liberty Park. As I-90 traffic congestion increases, existing north/south routes, such as Division, Nevada-Hamilton, and Market-Greene, will also become more congested,

with a corresponding increase in air emissions. Such increases could affect existing recreational facilities along these routes.

### **Common to All Alternatives and Recreational Properties**

The Air Quality Study shows that the project will meet the National Ambient Air Quality Standards (NAAQS) in the design year 2020. Although the model shows that minor increases of one to two ppm for CO will occur in the vicinity of some 4(f) resources, the activities associated with the 4(f) resources will not be substantially impaired.

With the continued use of PM<sub>10</sub> control strategies (see the Air Quality section of this chapter), operation of the NSF, under any design alternative, will not contribute to PM<sub>10</sub> conditions to an extent that would substantially impair any of the recreational properties.

### **Market/Greene Alternative (Preferred Alternative)**

This alternative is not expected to result in land use changes that would affect existing recreational facilities.

Libby Center Middle School property is ~~in the~~ adjacent to the I-90 interchange footprint. The recreational facilities are on the west side of the property and their functions, activities, or qualities will not be substantially impaired by construction of the NSF. The closest portion of the proposed route (interchange ramp) is approximately 60 meters (200 feet) from the outdoor area. The noise levels will be generated primarily from I-90 to the south of the facility. The outside recreational area is approximately 150 meters (500 feet) from the center of I-90 mainline. The Noise Study reports there will be no exceedance of federal noise standards at this facility.

~~Direct access~~ Access by vehicle from the east will be closed off under the build alternatives. Parking across from the site's north-easternmost corner will be maintained and will be accessible by way of Haven Street from Sprague Avenue. Vehicle access will be limited to the north and west sides of the facility. Walking and bicycling access will be available from the east, as well as from the south via the pedestrian overcrossing of I-90. ~~The fact that the proposed interchange will be a barrier for users from the east could result in a limited neighborhood use area.~~

Construction of the proposed interchange ramps will create a visual impact. These elevated ramps will be to the east of this facility. However, this visual encroachment will not substantially impair use of the facilities.

The horse stables associated with Playfair Racetrack are located about 240 meters (800 feet) from the centerline of the proposed raised bridge structure. Impacts to the facility are considered minor, with no impairment of facility use. A minor visual change will be apparent looking to the east from the facility. Access will remain unchanged and changes in noise levels are projected to be minimal and within federal standards.

Chief Garry Park is approximately 380 meters (1250 feet) from the centerline of the proposed roadway. Even though the roadway is to be elevated, the facility will not be visible to park users, due to the terrain and features of the park and surrounding area. Access will remain unchanged and noise levels will be within federal standards.

No substantial impact to the Spokane Community College (SCC) recreational property is projected. Access to the SCC campus will be modified on the west side only. This is primarily due to the bridge structure over the existing parking lot. Recreational facilities are accessed primarily from Mission Avenue, which will not be changed.

Visual impacts will be minimal due to the relationship of the roadway and recreational facilities. The SCC campus and associated buildings serve as a buffer and will actually block the view of the NSF to the west.

The Noise Study recommends a noise wall for this section of the proposed roadway. This mitigation results in a projected noise level for the SCC campus within the federal standards.

The route crosses the Tuffy's Trail and the Centennial Trail soft-trail on an elevated structure. Placement of bridge piers or other appurtenances on the trail right of way will be avoided.

The bridge supports, as well as the lid created by the bridge deck, will affect the visual character of the trail in area of the NSF. These features will also affect the sense of space as trail users pass beneath the roadway. These impacts will be influenced by the aesthetics associated with the bridge design, location of supports, and height of the structure above the ground. Noise impacts on trail users will be within federal standards, and will be minimized by placement of noise walls at the edge of the roadway on the bridge structure. The trails will remain operational, and the continuity and use of these resources will not be substantially impaired.

Cooper Elementary School and associated playground are approximately 340 meters (1100 feet) from the centerline of the proposed roadway. The NSF will not be visible from the school grounds. The vertical alignment of the NSF through this area will be below the existing ground (depressed). This, coupled with the distance and the terrain features of the surrounding neighborhood, will help hide the proposed roadway from facility users. Access will remain unchanged and noise levels will be within federal standards.

Courtland Neighborhood Park is approximately 760 meters (2500 feet) west of the centerline of the proposed roadway. Because of the distance between the park and the proposed roadway, the proposed depressed vertical profile of the NSF, and features of the park and surrounding area, the NSF facility will not be visible to park users. Access will remain unchanged and noise levels will be within federal standards.

This alternative passes adjacent to the J. J. Hill Park/Wildhorse Playground on the westerly edge. With the depressed roadway design and the 3.6 meter (12 foot) noise wall proposed along the west edge of the park, the noise levels projected for the park will be within federal standards. Access to the park will remain unchanged from the existing configuration. A pedestrian crossing is proposed in the vicinity of the park to allow crossing of the NSF and BNRR line to the west. The noise wall will be a visual barrier for users trying to look to the west. However, considering that the view would be of the freeway, BNRR, and Market Street, some users may consider this a positive impact. None of these impacts and the associated mitigated actions are projected to substantially impair the park's attributes, features, or activities.

The westerly edge of Esmeralda Golf Course will be approximately 430 meters (1,400 feet) from the centerline of the NSF, with no impacts resulting from construction of the new roadway. Because of the distance between the golf course and the roadway, and the depressed vertical profile of the roadway, it will not be visible from the golf course. Access will be unchanged and noise levels created by the new NSF will be within federal standards.

John A. Shaw Junior High School and Regal Elementary School are located about 460 meters (1500 feet) west of the centerline of the proposed roadway. Because of the distance between them and the proposed roadway, the depressed vertical roadway profile, and features of the surrounding area, the NSF facility will not be visible to users of these facilities. Access will remain unchanged and noise levels will be within federal standards.

Hillyard Swimming Pool is approximately 270 meters (900 feet) west of the centerline of the proposed roadway. The NSF facility will not be visible to park users, due mainly to the depressed vertical roadway profile and features of the surrounding area. Access will remain unchanged, and noise levels will be within federal standards.

**Sharpley**-Harmon Playfield is approximately 290 meters (950 feet) west of the centerline of the proposed roadway. The interchange ramps between the NSF and Francis Avenue will be visible to some park users. The mainline is still in a depressed vertical profile through this area and will not be visible from the park. Access will remain unchanged and noise levels will be within federal standards.

The Arlington Elementary School grounds are approximately 820 meters (2700 feet) west of the centerline of the proposed roadway. The NSF facility will be not visible to users of this facility because of the distance from the proposed roadway, the depressed vertical profile, and features of the school and surrounding area. Access will remain unchanged and noise levels will be within federal standards.

### **Havana Alternative**

This alternative is not expected to result in land use changes that would affect existing recreational facilities.

Impacts on Libby **Center** Middle School would be the same as for the Market/Greene Alternative, above.

Impacts on the Centennial Trail would be the same as for the Market/Greene Alternative, above.

A bridge would cross the eastern portion of Minnehaha Park. The proposed alignment requires acquisition of approximately 27,900 square meters (300,000 square feet), or 2.8 hectares (7 acres), of land. Any direct impacts to the park land and related facilities (i.e., tennis courts) would be a result of insufficient vertical clearance and/or the placement of bridge columns. As a result, portions of the park facilities may be relocated or reconfigured. Substantial impacts to the park activities are not expected.

As stated above, the NSF crosses this area on a bridge. This allows permanent access to and from the park to remain similar to what exists.

Operation of the NSF will permanently impact the visual quality of the park's existing rural natural setting, which constitutes a severe impact on some of the facility's attributes and features. If the park department acquires the conservation area to the east of the existing developed portion of the park, the roadway will be a visual barrier between the two areas. Access between the areas will be possible beneath the NSF bridge structure.

The NSF will border on the eastern edge of Esmeralda Golf Course. This alignment requires acquisition of approximately 2.1 hectares (5 acres) of the 48.0 hectares (118 acres) of existing developed golf course. This will eliminate seven tees and/or greens that lie near the base of Beacon Hill. Approximately 9.0 hectares (22 acres) of undeveloped golf course property will also be required.

Operation of the NSF will have major ramifications on the remaining golf course property. Although most of the property required is undeveloped, impacts to the developed portion adversely affect the functions at the facility. It is unknown at this stage of the project whether the course will be able to remain open. City park officials say there are several options, including redesigning the course to nine holes, restructuring the course to maintain 18 holes, or, as a last resort, closing the course and rebuilding it elsewhere.

Visual and noise impacts on the course and the surrounding area will be very apparent, due to the high vertical alignment through this section. Noise will increase, but is projected to be within federal standards. Access to the remaining property will not change.

### **South Option**

The South Option displaces the privately owned Pine Acres Golf Course. Given the development activity along Farwell Road and US 395, it is possible this facility could be converted to commercial and/or residential use.

The Mead High School grounds are approximately 460 meters (1500 feet) west of the centerline of the proposed roadway. The NSF facility will not be visible to users of this facility, due to its distance from the proposed roadway and features of the surrounding area. Access will remain unchanged and noise levels will be within federal standards.

The south edge of the Wandermere Golf Course is approximately 120 meters (400 feet) from the centerline of the proposed roadway. Because this project will match the recently completed US 395 realignment and associated bridge across the Little Spokane River, the visual impact will change little from what exists across the large hillside southwest of the golf course. The large cut from the US 395 job is reflective of what will be in place after the NSF is built. Access will remain unchanged and noise levels will be within federal standards.

## **North Option**

This option is not expected to result in land use changes that would affect existing recreational facilities.

The proposed interchange with US 2 is 50 to 85 meters (170 to 280 feet) south of the boundaries of the Farwell Park/Farwell Elementary/Northwood Junior High School complex. This alignment may disrupt walking or bicycle routes along Hastings and Farwell Roads to the Northwood Junior High/Farwell Elementary School/park site. Access to the facility by vehicle from Farwell to Pittsburg and Crestline will not be changed. Views from the playfield looking to the south and east will be altered by the US 2 interchange and the NSF mainline. Noise levels will increase in the playfield area but will remain within federal standards. Although the rural attribute of the facility will be diminished, activities and associated features of the property will not be substantially impacted.

The impacts on Wandermere Golf Course associated with this option are the same as for the South Option above, except that a large bridge structure will cross just south of the course, connecting the east and west hillsides. This bridge will further break up the view from the course as users look in the southerly direction. This additional visual intrusion will not result in substantial impairment of the facility's operation or associated activities.

## **I-90 Collector/Distributor (C/D) System (part of the Preferred Alternative)**

The I-90 C/D is not expected to result in land use changes that would affect existing public recreational facilities.

Liberty Park is approximately 90 meters (300 feet) south of the centerline of the proposed I-90 C/D system. The park is currently affected by the physical presence and noise associated with existing I-90 and 3rd Avenue, and these conditions will remain much the same. The NSF will improve noise conditions by the presence of a noise wall along the edge of the proposed system. This will lower the noise level below what currently exists and keep it within federal standards. Access will not change, and no other impacts are projected that would substantially impair the park's features, attributes, or activities.

East Central Community Center is approximately 260 meters (850 feet) south of the centerline of the proposed roadway, and no impact is anticipated. Only the I-90/NSF interchange ramps may be visible to users of this facility, due to its distance from the proposed roadway and features of the surrounding area. Access will remain unchanged and noise levels will be within the federal standards.

Project construction would directly impact Your Place Park, located at the corner of Cook Street and Second Avenue. Construction of the C/D system and the southbound to westbound ramps from the North Spokane Freeway will require about 0.1 hectare (.22 acre) of park property. Direct access to the park by vehicle from the south (currently 2nd Avenue) will not be available, because the park will abut I-90 right of way. Park reconstruction (see the 4(f) Section of this document), along

with the proposed trail system along the north side of the C/D system, will help maintain and improve non-vehicular access from the surrounding neighborhood. The noise wall proposed along the C/D system will maintain noise levels within federal standards.

The NSF interchange with I-90 will lie northeast of Sheridan Elementary School, with a ramp about a half block away. Construction will not result in displacement of any of the school playgrounds. Aesthetics of the area to the north of the property will be impacted, as the view will be broken by the high vertical alignment of proposed interchange ramps.

Operation of the NSF and I-90 will increase vehicle related noise for users of outdoor facilities; however, noise will not exceed federal standards, due to construction of noise walls along the proposed roadway. Access to the area will remain unchanged. These projected impacts and associated mitigation will not substantially impair the use of this recreational facility.

#### **Provisions of Section 6(f) 16 USC 460 et seq.**

There are no properties subject to the provisions of Section 6(f) located within the project study area.

#### **Provisions of Section 4(f) 49 USC 303**

Federal regulations prohibit the use of land from a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or from a significant historical site. An exception can be made if the United States Secretary of Transportation determines that: (1) there is no feasible and prudent alternative to the use of such land; and (2) the proposed action includes all possible planning to minimize harm to the property. Please refer to the 4(f) Report in this EIS for a detailed discussion of 4(f) impacts.

#### *Regional and Community Growth*

~~Due to the relative ease of accessibility from the southwest quadrant of Spokane, the Spokane Valley, and West Plains to major undeveloped residential areas and the downtown and other metropolitan employment centers, growth patterns are not heavily influenced by access considerations. Access to the north suburban area is still relatively good, but constraints are appearing in the northwestern quadrant of the city and metropolitan area.~~

The development of the proposed North Spokane Freeway is not expected to change the metropolitan area population growth patterns since there is adequate land area which is zoned to accommodate residential growth beyond the design year, 2020. During this time frame development is a function of the availability of sewer, water and other services.

Growth patterns indicative of where new construction, residential as well as commercial, has been permitted, have been dictated by zoning regulations of record, the expansion of sewer connections (due to the significance of the sole source aquifer) and other city services, as well as the economic/market



(availability of approved building sites) factors that dictate the magnitude of construction activity, whether new or renovative. Construction of a North Spokane Freeway will not substantially affect metropolitan growth and established residential or commercial development patterns within the urban metropolitan area. Although other factors govern growth; acceleration in the growth rate of both commercial and residential development is a typical occurrence upon completion of transportation improvements within urban areas and the growth rate would be expected to increase with the construction of this project. Close proximity to new interchange locations encourages commercial and industrial businesses provided there is favorable zoning and necessary infrastructure. This project responds to growth and development established patterns which have already been defined within the current regional urban growth boundaries.

Construction of a North/South Freeway through Spokane from I-90 north will become a factor in inducing growth and new development from Deer Park north to the Canadian Border, particularly along US 395. The proposed corridor will accommodate truckers and commerce as well as pleasure motorists and enhance economic expansion in Stevens and to a lesser degree Ferry and Pend Oreille counties.

The regional area of growth which will be enhanced by the construction of the preferred alternative is that area served by US 395 from Deer Park north to the Canadian border. This project facilitates truck traffic, the movement of freight, and serves the pleasure motorist whose origin and/or destination is Stevens, Ferry, or Pend Oreille Counties as well as the Province of British Columbia and the Fraser River valley. The project enhances the objectives of NAFTA - North America Free Trade Agreement.

The preferred alternative will encourage bi-directional residential and economic expansion, for both employer and/or employees, in Stevens County as the city of Spokane and the east valley area become more accessible.

Due to the relative ease of accessibility from the southwest quadrant of Spokane, the Spokane Valley, and West Plains to major undeveloped residential areas and the downtown and other metropolitan employment centers, growth patterns are not heavily influenced by access considerations. Access to the north suburban area is still relatively good, but constraints are appearing in the northwestern quadrant of the city and metropolitan area.

Factors that might influence future metropolitan growth patterns would tend to balance the impacts of the proposed freeway as the sole determinant of growth. Such factors include the developing industrial potential of the West Plains area, and the industrial, retail, and residential growth of the Spokane Valley and the Post Falls-Coeur d'Alene, Idaho area at the east end of the I-90 corridor.

The influence areas of the North Spokane Freeway are predominantly the city's northeast quadrant, the county fringes to the east and north, and the north suburban area of the county; however, other metropolitan areas are capable of growth. Given

other infrastructure and economic factors, these areas and their growth may be affected by the freeway or may themselves affect growth patterns in the northeast by providing alternatives to areas served by the freeway. Suburban build out allowed by zoning, suitable infrastructure and Growth Management Act regulations, may be accelerated due to improvement in the transportation network and subsequent decrease in travel times that would be provided by the NSF.

### **No-Build Alternative**

If the project is not built, traffic growth is likely to require additional capacity along I-90. Widening I-90 could intrude into the East Central Neighborhood, resulting in housing and population displacements in an area of the city that provides affordable housing for a low-income segment of the population.

Population growth is projected for the north suburban area, with sewage disposal, traffic circulation, and the Growth Management Act (GMA) as potentially limiting factors. Traffic congestion is also a potentially limiting factor on the desirability of the area for commuters to the downtown, valley, or West Plains areas. There may be increased pressure to expand capacity on minor arterials, which could have an adverse effect on existing neighborhoods.

Planning under the GMA could influence metropolitan area population distribution.

### **Market/Greene Alternative (Preferred Alternative)**

This alternative relocates approximately 140 people in addition to those displaced by the C/D and interchange at I-90, at an average of 2.6 per household, within the metropolitan area. A net decrease in county population is not expected, since there are other residential areas in which displaced persons can relocate. Census tracts 1 and 28 within the city would experience a net decrease in population.

The I-90 interchange would further divide the portion of the East Central Neighborhood north of I-90. This neighborhood has the largest percentage of minority population in the city, as well as the largest percentage of residents living below the poverty level. Housing costs and income levels are also among the lowest in the city.

### **Market/Greene (Preferred Alternative) — North Option**

This option displaces approximately 90 people, at 3.1 per household. Population characteristics of these residents are expected to be typical of the north suburban population as a whole.

The overall impact on county population is not substantial. No decrease in population is expected, since displaced residents can move to replacement housing within the metropolitan area.

### **Market/Greene — South Option**

This option displaces approximately 50 people, at 3.1 per household. Population characteristics of these residents are expected to be typical of the north suburban population as a whole.

The overall impact on county population is not substantial. No decrease in population is expected, since displaced residents can move to replacement housing within the metropolitan area. The northern suburban area is experiencing significant growth within the county, and the population is expected to increase through the project's design year and beyond.

### **Havana Alternative**

Approximately 290 people in addition to those displaced by the C/D and interchange at I-90, at an average of 2.6 per household, would be relocated. It is possible that census tracts 1, 17, and 28 (see Figure 3-3) within the city would experience a net decrease in population. Areas outside the city, in census tracts 113 and 112.01, are sparsely populated along the route and are expected to experience population increases through the project's design year and beyond.

The I-90 interchange would have the same impacts on the East Central Neighborhood as described under the Collector/Distributor System, below. Population characteristics in the Minnehaha area and the eastern portion of Hillyard tend to be typical of city-wide averages in Spokane.

### **Havana — North Option**

This option displaces approximately 90 people, at 3.1 per household. Impacts are the same as discussed for Market/Greene — North Option, above.

### **Havana — South Option**

This option displaces approximately 50 people, at 3.05 persons per household. Impacts are the same as discussed for Market/Greene — South Option, above.

### **I-90 Collector/Distributor (C/D) System (part of the Preferred Alternative)**

The C/D displaces approximately 1050 people, at 2.5 per household which includes the displacements stemming from construction of the interchange at Interstate 90 which is common to the Market/Greene and Havana Alternatives. Census tracts 27, 28, 29, and 30 in the city's East Central Neighborhood would experience a net decrease in population. These tracts are essentially built out; increasing the number of housing units to accommodate additional population would require building multi-family units as well as single-family houses. Census tract 123 in the county is developed at relatively low density and has the potential for additional housing units. The overall impact on the city's population is not expected to be substantial.

The East Central area is described under the Market/Greene Alternative, above. The C/D has an impact on an area of the city that provides affordable housing for a low-income segment of the population.

### *Services — Educational Facilities*

The I-90 interchange ramps **avoid** cross the southeast corner of the closed Libby **Center** Middle School site. This would be the only acquisition of Spokane School District No. 81 property.

Travel times to and from educational facilities should not change substantially along any of the proposed routes or options. School service areas/attendance boundaries are expected to be unaffected by any of the proposed routes.

### *Services — Religious Institutions*

The Northgate **Crossover** Baptist Church, 311 E. Hastings Road, is within the freeway footprint of the South Option as it crosses Hastings Road, just west of the existing US 395 alignment. The Mead-Green Bluff United Methodist Church is partially within the right of way of the North Option. The I-90 C/D would require acquisition of the Bethany Presbyterian Church at 301 S. Freya, the Joy Bell Christian Schoolhouse day care at 4616 E. Fourth, and the East Central Seventh Day Adventist Church at Second Avenue and Napa Street.

### *Services — Social Institutions*

The St. Vincent de Paul Society store and charity office at 2901-2913 E. Trent is near the Market/Greene route Trent interchange footprint. Access restrictions along Trent Avenue may affect the eastern portion of the Thrift Store parking lot.

### *Services — Medical*

There would be no acquisition of any medical service property.

### *Services — Fire Districts*

No fire district property would be acquired. Where neighborhood streets are closed as a result of the project, emergency route options may be reduced. However, all existing fire stations are located on arterials, which are expected to remain open.

### *Services — Police*

There would be no acquisition of police facilities, and travel times should not be affected by any of the alternatives or options.

### *Services — Public Services and Utilities*

The freeway interchange with I-90 could displace a transit shelter in the 3200 E. block of Sprague Avenue, regardless of the route selected. Some rerouting of buses may be necessary, but impacts on travel times along any of the proposed routes or options are expected to be minimal.

The project is not expected to result in the need for new public services or utilities.

The Market/Greene route would require shifting the BNRR line through Hillyard to the west of the present alignment, and building a new railroad overpass over Market and Greene Streets.

The US West Keystone Central Office is within the I-90 C/D right of way footprint, but displacement may be avoided by adjusting right of way requirements.

The North Option passes the east side of the Evergreen Cemetery, but is expected to have no impact.

The U.S. Border Patrol office, 10710 N. Newport Highway, is within the proposed route of the South Option. It would be necessary to acquire the property and relocate the station. The South Option would also displace the WSDOT maintenance facility at the southwest corner of US 395 and Hastings Road.

### *Pedestrian and Bicycle Facilities*

Existing pedestrian crossings located on I-90 at Magnolia, Regal, and Custer Streets will be lengthened to accommodate the addition of C/D lanes. All crossings will remain at their present locations.

The path between Wild Horse Park and the Hillyard area will be cut off by construction of the Market/Greene Alternative.

There will be no direct or permanent impacts to existing bicycle facilities or routes.

Second Avenue west of Freya Street will be eliminated by expansion of the new freeway C/D lanes. According to the SRTC Plan, a bike route is planned along 2nd Avenue (3rd Avenue east of Havana Street); this proposed route is impacted by the freeway west of Freya Street.

## **Mitigation**

### *Community Cohesion*

Design details that minimize intrusion into community environments will be incorporated into the design of the freeway and its structures where possible. Examples of such design details are contouring, landscaping, noise walls, and various surface finishes on concrete structures.

A trail system along portions of the right of way will provide additional linkages between neighborhood areas, recreational and service facilities, and other community services. Proposals include:

- Rebuilding the existing I-90 pedestrian overcrossing to cross the C/D as well.
- Expanding the remaining portion of Your Place Park and extending a path between Perry and Freya Streets, along the proposed northern right of way buffer area of the C/D.
- Constructing a new pedestrian overcrossing at Wildhorse Park (Market/Greene Alternative) to enable a more direct route for pedestrians to and from the park and nearby schools and Hillyard. This crossing would also allow connection to the proposed bike path along Market Street. The pedestrian overcrossing will be located north of and adjacent to the existing park. Development of the overcrossing and landscaping will be coordinated with School District 81, the Spokane Parks and Recreation Department and the neighborhood.

Early coordination with the Northeast and East Central Community Centers and other neighborhood and housing groups will take place to help identify residents with special needs (for example, low-income, single head of households, elderly, and disabled). Coordination with local planning departments to develop strategies for minimizing overall neighborhood disruptions, isolation of specific neighborhood areas, and induced land use change will also take place early in the process.

The final relocation plan will include an inventory of land available in affected neighborhoods, especially East Central, to relocate homeowners, businesses, and public facilities. This would help neighborhoods retain their character by limiting loss of neighborhood facilities and reinvesting in housing and businesses within the neighborhoods. For further information on residential and business displacements, see the Relocation section of this chapter.

The household and business displacements for this section of the project are considered unavoidable. This is because there are no options providing the necessary capacity to achieve the required flow of traffic during times of high demand without adding capacity.

#### **Executive Order No. 12898**

To ensure that all of the options applicable to the build alternatives being considered meet NEPA requirements and are in compliance with the Environmental Justice Strategy outlined by Executive Order 12898, published in Volume 59, Number 32, of the Federal Register on February 16, 1994, the WSDOT will take actions to ensure that this project will not allow for disproportionately high adverse human health or environmental effects on minority and low-income populations.

There are fewer household displacements within the designated boundaries of the East Central Neighborhood than alluded to in the DEIS. This is because of the acquisition of 30 homes, displacing approximately 75 people under the Sprague Avenue Interchange EIS, and because homes were razed between Ray and Thor Streets along 3<sup>rd</sup> Avenue. Also the previous analysis concluded that the demographic profile of impacted households and business enterprises paralleled the block data breakdown for each of the census tracts compiled for the 1990 U.S. Census. The unavoidable household and business displacements are not indicative of the demographic statistics of the 1990 U.S. Census. The preferred alternative impacts an area less than 1 1/2 miles in length and 6 blocks in depth. This geographic sub-area encompasses less than 10% of the area within the census tracts referenced in the previous text. Site inspections, discussions with community leaders, and public service providers within the unavoidable impact area of the preferred alternative substantiate that this project will not result in a disproportionate impact to either minorities or low-income populations or the community cohesiveness of the East Central Neighborhood or any of its subareas.

## *Recreation*

Visual impacts will be softened by use of architectural techniques, such as fractured concrete finish and planting pockets, on any wall structures required adjacent to a park. Any adjacent fill areas will be treated in accordance with a Roadside Master Plan that will provide guidance to ensure that any landscaping on the fills blends well with the surrounding neighborhood. The public, neighborhood groups and affected local agencies will be involved in development of the plan.

Specifics on individual properties are as follows:

Vehicle access to and from Minnehaha Park will remain unchanged from the existing conditions. Pedestrian/bicycle circulation within the park, between both the developed and undeveloped areas, will be uninhibited, due to construction of a bridge across the park property. The bridge will allow park users to pass beneath the freeway to east and west park areas.

Noise impacts will be mitigated by a noise barrier along the west side of the freeway structure fronting the existing developed portion of the park. See the Noise section of this chapter for specifics.

~~If the Havana Alternative is selected as the preferred route, WDOT will work with the city Parks Department as final design and right of way needs are developed, to determine the best solution to mitigate direct impacts on Esmeralda Golf Course. This could range from redesigning the existing course layout to selecting a new location and constructing a new 18 hole golf course.~~ The Havana Alternative was not designated as the preferred route. The only acceptable mitigation of direct impacts on Esmeralda Golf Course, a 4(f) classified property, was to select an avoidance alternative. With the designation of Alternative 6, the Market-Greene build alternative, all impacts to the golf course were avoided. Chapter 6 is a Section 4(f) Evaluation, a document separate from, but accompanying the EIS, containing an explanation why avoidance is the necessary mitigation. See “Introduction” page 6-1.

The additional freeway right of way line east and west of Your Place Park will extend to the north to the alley between 2nd and Pacific Avenues. The distance from 2nd Avenue to the alley is approximately 45 meters (150 feet), all of which is taken up by the existing park.

Park reconfiguration would consist of constructing a 4.6 meter (15 foot) high retaining wall and extending the park to the west along the remainder of the vacated block, using the new right of way. By constructing the retaining wall and extending the park west, the new park dimensions would be approximately 23 meters (75 feet) wide by 90 meters (300 feet) long, with a total area of approximately 2090 square meters (22,500 square feet). The park would lie north of the revised right of way line, and the city would retain jurisdiction. This new area represents an increase in



area of approximately 420 square meters (4,500 square feet). See Figure 6-4 in Chapter 6 of this EIS.

Vehicle access to the park would be from Altamont Street on the west and Cook Street on the east. The park will also be connected to a proposed pedestrian/ bicycle trail that will be constructed along the north side of the I-90 C/D system. See the Pedestrian and Bicycle Facilities discussion in this chapter.

Noise impacts will be mitigated by construction of a noise barrier along the north edge of the proposed I-90 C/D system. See the Noise section of this chapter for specifics.

### *Regional and Community Growth*

The potential for the proposed freeway to induce growth within the city of Spokane and Spokane County can be mitigated by adhering to existing land use plans and policy. Any sprawl-inducing potential of the project can be mitigated by a higher density urban form with fill-in, smaller lot size requirements, and development or redevelopment of high density structures at designated activity centers along the corridors.

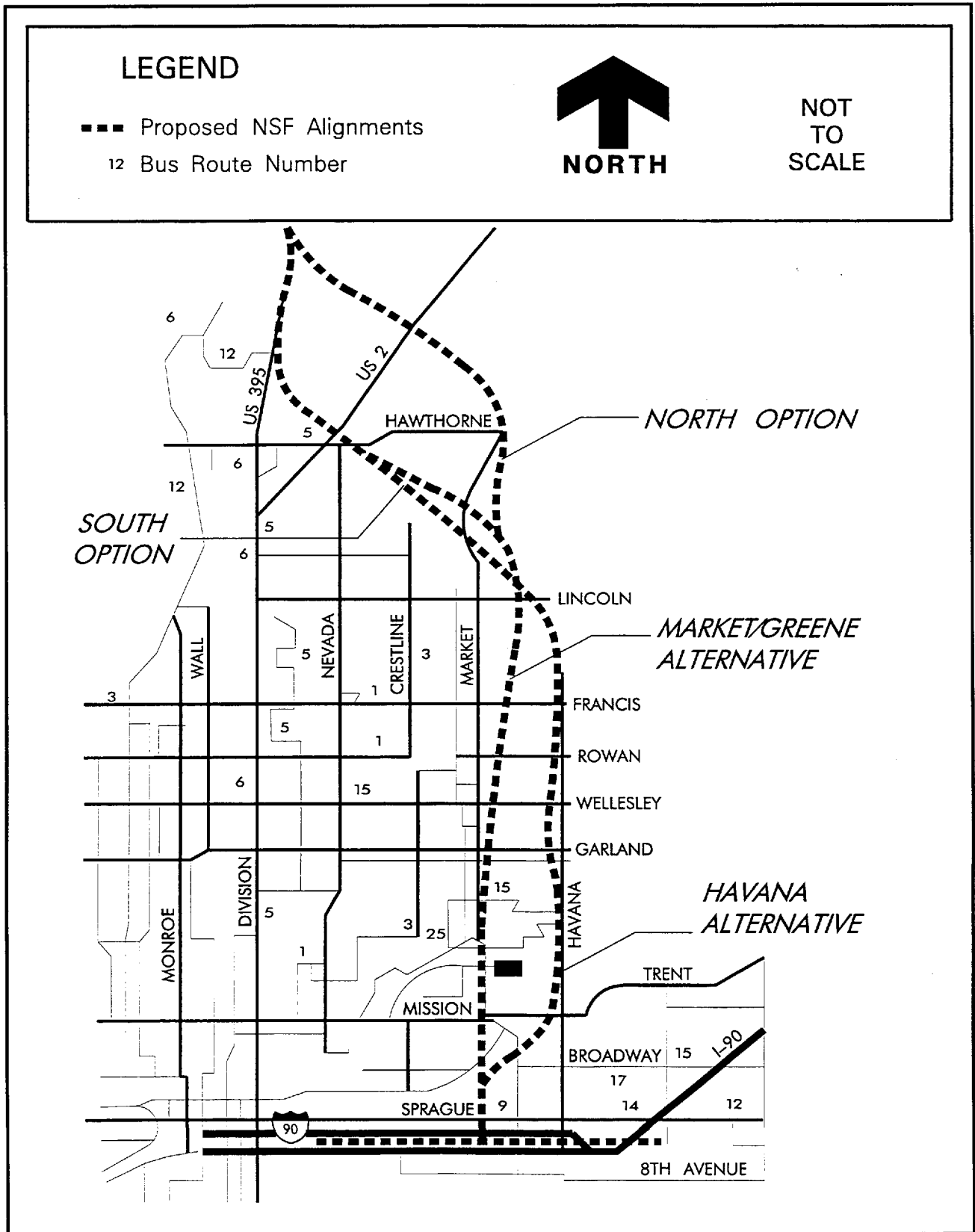
Construction of the North Spokane Freeway proposal, including the two north/south corridor “build” alternatives as well as the I-90 Interchange and C/D lanes, will not induce growth within the project impact area. This proposal is in response to growth that has already taken place. The rate of growth is likely to experience temporary increases as new segments of the NSF are opened but completion of various phases of freeway construction does not dictate growth patterns. The direction and density of future growth, particularly within the impact area of this project, will be dictated by: city zoning; regional, local, and sub-area (neighborhood) comprehensive planning; implementation of the Growth Management Act (GMA); and, most importantly, where sewer expansion will be allowed and how rapidly it can be constructed considering the limitations imposed by the Spokane aquifer.

### *Services*

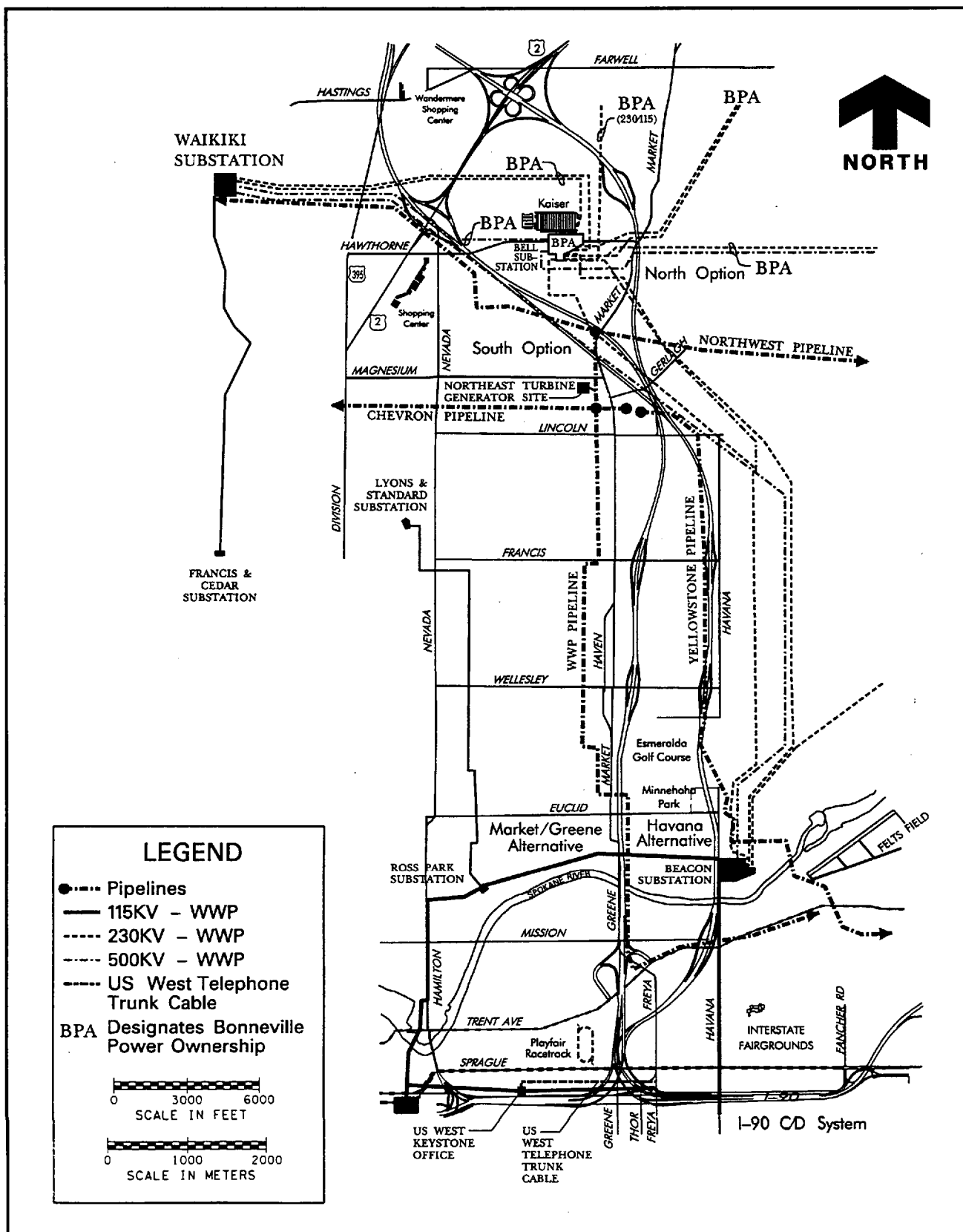
Mitigating measures include early coordination with affected schools, churches, social institutions, fire districts, STA, police, railroads, and utility companies to minimize disruptions and maintain access. Sound barriers and buffers could minimize noise impacts to Sheridan Elementary School, Libby Center Middle School, and SCC. Slight adjustments in right of way could mitigate potential impacts to the US West Keystone Central Office and the Libby Center Middle School site.

The 4 churches that will be displaced by the preferred alternative qualify for assistance under Section III of the WSDOT’s Relocation Assistance Program as non-profit organizations. This program is in place to satisfy the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, amended in 1987 (see Relocation Mitigation). It is very likely the Mead-Green Bluff United Methodist Church will find a suitable relocation site near its present





**STA Bus Routes**  
**Figure 4-37**



**Major Electrical, Pipeline, and Telephone Routes**  
Figure 4-38

site. The 3 churches within the footprint of collector/distributor will be included in the Relocation Plan developed by WSDOT and the affected communities prior to acquisition of rights of way for that stage of the project. Suitable replacement structures or building sites are expected to be available near the present locations of these institutions.

### *Pedestrian and Bicycle Facilities*

A new pedestrian crossing is proposed for the Wild Horse/Hillyard area. This is to allow the more direct access currently provided by the path in the same area.

Pedestrian and bikeway paths would be maintained by providing sidewalks on overpasses or viaducts as necessary and where safety allows. Landscaping buffers and sound barriers would be provided near schools to minimize potential land use conflicts, aesthetic impacts, and freeway traffic noise.

A separate bike path on the north portion of the freeway right of way between Freya and Perry Streets will help to mitigate the effects of the freeway's encroachment into the remaining neighborhood between the freeway and Sprague Avenue. The path would also connect to Your Place Park. If this area develops a more commercial character, a bikeway would be consistent with Transportation Demand Management requirements and SRTC's Regional Pedestrian/Bikeway plan for bicycle commuting. Construction of a separate bike path along the right of way buffer zone would provide a safer and more pleasing facility for recreational and commuter bicyclists.

## ***Economic Elements***

### **Studies and Coordination**

#### *Employment*

Polk directories provided data on historical usage and current business activities; telephone interviews supplemented this employment information. The SRTC and Spokane Area Economic Development Council also provided information; Department of Commerce data supplemented information from these sources.

#### *Tax Revenues*

A land use survey categorized and inventoried properties that would be crossed by each alternative. Information on assessed valuations was obtained from the county assessor's office. Where information on assessed value was unavailable, estimates were derived by using comparable value information for adjacent or nearby comparable properties.

#### *Property Values*

A land use survey of properties along each route was conducted. The Spokane Association of Realtors provided a 12-month average property sales valuation for March 1, 1992 through March 31, 1993, by route, option, and interchange, for determining current market values. The county assessor's office, real estate brokers,